

## MOTOR VEHICLES (MYSORE AMENDMENT) BILL, 1967

### *Motion to consider*

Sri MOHAMED ALI (Minister for Transport and Tourism).—Sir, I beg to move :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be taken into consideration.”

Mr. SPEAKER.—Motion moved :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be taken into consideration.”

† Sri MOHAMED ALI.—Sir, the House was pleased to amend section 42 and add sub-section (2) thereby requiring all the applications for inter-State permit to be made to the State Transport Authority instead of the Regional Transport Authority. Now it is considered necessary to make clear that in respect of each application the State Transport Authority should follow the same procedure as the Regional Transport Authority for grant of permits. This is only a consequential amendment for which the House has already given its acceptance.

4.30 P.M.

Sri H. SIDDAVEERAPPA.—Sir, I stand to oppose this measure. After the advent of this Government, if I may say so, from the year 1962-67, when this Ministry was in office after the third general elections, quite a large number of inter-state permits of a remunerative character were given to those favourites desired by the Government of the day. Today to the interpellation raised by my friend Sri Rajaiah Shetty—of course, it could not be reached but they have printed the reply—it will be seen that there are 297 sanctioned Inter-State routes of which 40 routes are run by the Mysore State Road Transport Corporation. The other details are furnished in the statements placed on the Table of the House. I saw the statements also. It will be seen that generally the inter-state routes are very remunerative in character and deliberately and purposely with a view to give those routes to some of their favourites, friends, partymen and henchmen, some were specially created and given to them. Some of them run to hundred miles such as Chitaldurg to Tirupathi, Chitaldurg to Chittoor and Chitaldurg to Dharmasthala. The Mysore Government have got more 2,000 and odd buses and I see no reason why they should not at least monopolise the inter-state routes. Even the 40 routes which they have are not so remunerative. They have allowed their people to amass wealth. This is socialism in action. In a socialistic State our friends sitting on the other side who utter full-mouthed slogans about socialism, nationalisation and various other things have not been going on proper lines. This is one of the methods in which they distribute the spoils among their partymen and friends. So, whether it is S.T.A. or R.T.A. or any other authority, we know how the permits

are given. We also know that there is one particular gentleman—I do not want to mention his name—who has got inter-state permits running to a distance of about 3,000 miles per day. The hard fact remains that these things are the close preserve only of the Congressmen, only of their party men and they seem to be going on merrily. For 3,000 miles at least he makes a net income of Rs. 3,000 per day at the rate of Re. 1 per mile making allowances for various things. That comes to Rs. 90,000 per month. This is socialism in action at the hands of our friends. There are very many things taking place. I know that if proper accounts are taken, we can make at least Rs. 5 to 6 crores out of these nationalised routes. In these days when we are short of funds they are not getting 2 or 3 per cent out of their investments. I was in charge of it for some time and if you go through previous records you will find that we were running about 300 miles and making allowances for all expenditure which any private operator incurs, we were making a net profit of 34 per cent. My friends were then saying that we were all Marvadis. There are 1,108 private operators and I am sure most of them are working detrimental to the interest of the State. When such is the position, I oppose this measure because it is a measure which they have brought for their own benefit and for the benefit of their partymen.

† ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಸ್ವಾಮಿ, 1967 ನೇ ಇಸವಿ ಮೈಸೂರು ರಾಜ್ಯದ ಮೋಟಾರು ವಾಹನಗಳ ತಿದ್ದುಪಡಿ ಮಸೂದೆಯನ್ನು ವಿರೋಧಿಸುತ್ತಾ, ಮಾನ್ಯ ಸಿದ್ದವೀರಪ್ಪನವರು ಹೇಳಿದಂತಹ ಮಾತುಗಳನ್ನು ಸಮರ್ಥನೆ ಮಾಡುತ್ತಾ ನಾನು ಇನ್ನೊಂದು ಸ್ವಲ್ಪ ಈ ವಿಷಯದಲ್ಲಿ ಸೇರಿಸಿ ಹೇಳುವಂಥದಾದ್ದು ಇದೆ. ಶ್ರೀಮಾನ್ ಸಿದ್ದವೀರಪ್ಪನವರ ಸರ್ಕಾರ ಇದ್ದಾಗ ಬೆಂಗಳೂರಿನ ಬಿ.ಟಿ.ಎಸ್. ಅನ್ನು ನಮ್ಮ ರಾಜ್ಯದಲ್ಲಿ ಮೊದಲು ಸಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿ ಒಂದು ಹೆಜ್ಜೆಯನ್ನು ಇಟ್ಟರು. ಜೊತೆಗೆ ಒಮ್ಮೆಗೆ ಎಲ್ಲವನ್ನೂ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದು ಕಷ್ಟವಾಗುತ್ತದೆ, ಅದ್ದರಿಂದ ಯೋಜನೆಯ ಪ್ರಕಾರ ಸಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೇವೆ ಎಂದು ಹೇಳಿದರು. ಮುಂಬೈ ರಾಜ್ಯದಲ್ಲಿ ಹಿಂದೆಯೇ ಸಾರಿಗೆ ರಾಷ್ಟ್ರೀಕರಣ ಆಗಿತ್ತು. ಈಗ ನಮ್ಮ ಸ್ನೇಹಿತರಾದ ವಿದ್ಯವೀರಪ್ಪನವರು ಈ ವಿಷಯದಲ್ಲಿ ಹೇಳಿದ್ದಕ್ಕಿಂತ ಕಟ್ಟುವಾಗಿ ಹೇಳುವುದಕ್ಕಾಗುವುದಿಲ್ಲ. ಕಾಂಗ್ರೆಸ್ಸಿನವರು ದೇಶಕ್ಕೆ ಕೊಟ್ಟಂಥ ವಚನಗಳಲ್ಲ ಭಂಗ ಮಾಡಿರತಕ್ಕಂಥ ವಚನಗಳಲ್ಲ ಇದೂ ಒಂದು. ಇದರಲ್ಲಿ ಸ್ವಾರ್ಥಸಾಧನೆ ಆಗಿದೆ. ಈ ಮಾರ್ಗಗಳು ಜನಾವಣೆಗಳಲ್ಲಿ ಬಹಳ ಮಟ್ಟಿಗೆ ಕಾಂಗ್ರೆಸ್ಸಿನ ಹಿತಕ್ಕೆ ದುಡಿದಿದ್ದಾರೆ. ಅವರ ಹಿತಾಸಕ್ತಿಯನ್ನು ಕಾಪಾಡುವುದು ಈ ಸರ್ಕಾರದ ಒಂದು ಅದ್ಭುತ ಕರ್ತವ್ಯ ಎನ್ನುವ ರೀತಿಯಲ್ಲಿ ನಿವಾರಿಸಿಕೊಂಡು ಬಂದಿದ್ದಾರೆ. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ನೀತಿ ಮತ್ತು ರಾಷ್ಟ್ರೀಕರಣ ಆಗಿರತಕ್ಕಂಥ ರಸ್ತೆಗಳ ವಿಷಯದಲ್ಲಿ ಅವಾರವಾದ ನಷ್ಟ ರಾಜ್ಯಕ್ಕೆ ಉಂಟಾಗುವ ರೀತಿಯಲ್ಲಿ ಮತ್ತು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡತಕ್ಕಂಥ ನೀತಿ ಮುಂದುವರಿಯಬಾರದು, ಎಸಾರವಾಗಬಾರದು. ಇದನ್ನು ಸರ್ಕಾರದವರು ಸ್ವಲಾಭ, ಸ್ವಪ್ರಯೋಜನ ಮತ್ತು ತಮ್ಮ ಹಿತದ ವಿಷಯಗಳನ್ನು ಕಾಪಾಡಿಕೊಳ್ಳುವ ದೃಷ್ಟಿಯಿಂದ ರಾಜ್ಯದ ಹಿತ, ಜನತೆಯ ಹಿತವನ್ನು ಇತರ ಹಿತಗಳಿಗೆ ಬಲಕೊಟ್ಟು, ತಾವು ಒಪ್ಪಿಕೊಂಡಿದ್ದ ರಾಷ್ಟ್ರೀಕರಣ ಎನ್ನುತಕ್ಕಂಥ ಒಂದು ತತ್ವಕ್ಕೆ ತಿರಾಂಜಲ ಕೊಟ್ಟು ಈ ಕೆಲಸವನ್ನು ನಡೆಸಿಕೊಂಡು ಬರುತ್ತಿದ್ದಾರೆ. ನಿಮ್ಮ ಕೃತ್ಯಗಳಿಗೆ ಕಾನೂನು ಮುದ್ರೆಯನ್ನು ಒತ್ತತಕ್ಕಂಥ ಸಂಸ್ಥೆಯಲ್ಲಿ ನಿಮ್ಮ ಜನರೇ, ನಿಮಗೆ ಬೇಕಾದವರೇ ಇರುತ್ತಾರೆ. ಇದೇ ರಾಜ್ಯದ ನಡೆದಿದೆ.

ಸ್ವಾಮಿ, ಮಾನ್ಯಮಂತ್ರಿಗಳು ಇದು ಒಂದು ಸಣ್ಣ ವಾಕ್ಯದ ಮಸೂದೆಯೆಂದು ಹೇಳಿದರು. ಈ ತಿದ್ದುಪಡಿಯ ಬಗ್ಗೆ ಹೆಚ್ಚು ಹೇಳುವುದು ಏನೂ ಇಲ್ಲದಿದ್ದರೂ ಸಹ, ಈ ರಾಷ್ಟ್ರೀಕರಣದ ವಿಚಾರದಲ್ಲಿ ಸರ್ಕಾರದ ಕ್ರಮವನ್ನು ಎಷ್ಟು ತೀವ್ರವಾಗಿ ವಿರೋಧಿಸಿದರೂ ಕೂಡ ಕಡಿಮೆಯಾಗುತ್ತದೆ. ಮತ್ತು ಈ ಸರ್ಕಾರದವರು ಎಷ್ಟೊಂದು ಅನೀತಿಯುತವಾದ ರೀತಿಯಲ್ಲಿ ನಡೆದುಕೊಂಡು ಹೋಗುತ್ತಿದ್ದಾರೆಂದರೆ, ಸರ್ಕಾರದ ಬೊಕ್ಕಸಕ್ಕೆ ನಷ್ಟವಾಗುವ ರೀತಿಯಲ್ಲಿ, ಕೇವಲ ತಮ್ಮ ಸ್ನೇಹಿತರುಗಳಿಗೆ, ತಮ್ಮ ಬಂಧುಗಳಿಗೆ ಅನುಕೂಲವಾಗುವಂತಹ ನೀತಿಯನ್ನು ಅನುಸರಿಸುತ್ತಿದ್ದಾರೆ. ಇದು ದೇಶದ

(ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ)

ಹುದ್ದೆಗಳಿಂದ ಈ ಸಂದರ್ಭದಲ್ಲಿ ಹೇಳಬಹುದು. ಇವರ ಕಾಲ ಮುಗಿಯುತ್ತಾ ಬಂದಿದೆ, ಈಗಲೂ ಸಮಯ ಮೀರಿಲ್ಲ, ಹೊದ ಮೇಲೆ ನಾಲ್ಕು ಮಾತುಗಳನ್ನು ಹೇಳಿದಂತೆ ದೇಶದ ಹಿತದೃಷ್ಟಿಯಿಂದ ನಾಲ್ಕು ಮಾತುಗಳನ್ನು ಹೇಳಬೇಕಾಗಿದೆ. ಕಾಂಗ್ರೆಸ್ ಸರ್ಕಾರ ಹೋದರೂ, ದೇಶದ ರಕ್ಷಣೆಯನ್ನು ಯಾರಾದರೂ ಮಾಡಬೇಕು. ಜನರು ಇದೇ ಇರ ತಾರೆ. ಒಳ್ಳೆಯ ತತ್ವಗಳನ್ನು ಕಾರ್ಯಗತ ಮಾಡುವವರು ಈಗ ದೇಶಕ್ಕೆ ಬೇಕಾಗಿದೆ. ಹಳೆಯ ಮೈಸೂರು ಭಾಗದಲ್ಲಿ ನಾನೇ ಸಂಸ್ಥೆಯಿಂದ ರಾಜ್ಯದ ಬೊಕ್ಕಸಕ್ಕೆ ಒಹಳಷ್ಟು ನಷ್ಟವಾಗಿದೆ. ಕೋಲಾರ ಜಿಲ್ಲೆಯಲ್ಲಿ ಹತ್ತಾರು ಲಕ್ಷ ರೂಪಾಯಿಗಳಷ್ಟು ನಷ್ಟವಾಗಿದೆಯೆಂದು ಹಿಂದೆ ಇದೇ ಸಭೆಯಲ್ಲಿ ಮನವರಿಕೆ ಮಾಡಿ ಕೊಟ್ಟಿದ್ದಾರೆ. ಇವತ್ತಿನಿಂದ ನಮ್ಮ ರಾಜ್ಯದಲ್ಲಿ ಅನೇಕ ಖಾಸಗೀ ಜನರು ಮಂಗಳೂರಿನಿಂದ ಮುಂಬೈಗೆ, ಚಿತ್ರದುರ್ಗದಿಂದ ತಿರುಪತಿ ಇನ್ನೂ ಮುಂತಾದ ಕಡೆಗಳಿಗೆ ಬಸ್‌ಗಳನ್ನು ಓಡಿಸುತ್ತಿದ್ದಾರೆ. ಈಗ ಶ್ರೀಮಾನ್ ನಿಜಲಿಂಗಪ್ಪನವರು ಇಲ್ಲಿ ಇದ್ದರೆ ಚೆನ್ನಾಗಿತ್ತು. ಅವರು ಸರಿಯಾದ ಅಪಾದನೆಗಳು ಇದ್ದರೆ ನನ್ನ ಗವನಕ್ಕೆ ತನ್ನ ಎಂದು ಹೇಳಿದ್ದಾರೆ, ಮತ್ತೆ ಅವರೇ ಹೇಳುತ್ತಾರೆ, ಮೂರು ಸಾವಿರ ಮೈಲಿಗಳ ರೂಟನ್ನು ಖಾಸಗಿಯವರಿಗೆ ಕಾನೂನು ಬದ್ಧವಾಗಿ ಕೊಟ್ಟಿದ್ದೇವೆಂದು. ಕೆಲವರು ದೊಡ್ಡ ಅಪರೇಟರ್‌ಗಳು ಇದ್ದಾರೆ, ಅವರು ಕೆಲವು ರೂಟುಗಳನ್ನು ಕೇಳುತ್ತಾರೆ, ಅಂತಹವರಿಗೆ ಕೊಡಬೇಕಾಗುತ್ತದೆ, ಹಸ್ತಕ್ಷೇಪ ಮಾಡುವುದಕ್ಕಾಗುವುದಿಲ್ಲವೆಂದು ವಾನ್ಯ ಮುಖ ಮಂತ್ರಿಗಳು ತಮ್ಮನ್ನು ತಾವೇ ಸಮರ್ಥನೆ ಮಾಡಿಕೊಳ್ಳುತ್ತಾರೆ. ನಾನು ಹೇಳುವುದೇ: ಈಗಲಾದರೂ ರಾಷ್ಟ್ರೀಕರಣವನ್ನು ತಾವು ಹೇಳಿದ ಪ್ರಕಾರ ಮಾಡಿ, ಈಗ ಆಗುತ್ತಿರುವ ಲುಕ್ರಾನ್ಯ ತಪ್ಪಿಸಬೇಕು. ಖಾಸಗೀ ಬಸ್‌ಗಳ ಓಡಾಟವನ್ನು ನಿಲ್ಲಿಸಬೇಕು, ತಮ್ಮ ಮಾತಿನಂತೆ ನಡೆದುಕೊಳ್ಳುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡಬೇಕೆಂದು ಒತ್ತಾಯಪೂರ್ವಕವಾಗಿ ಹೇಳುತ್ತಾ ಈ ಅದ್ಭುತದ ಮನೂದೆಯನ್ನು ನಾನು ಎರೋಡಿಸುತ್ತೇನೆ.

† Sri J. P. SARWESH (Serum).—[In Urdu].

† Sri MOHAMED ALI.—Sir, the observations made by the Hon'ble members, to me appears out of context. Here, the question is very simple, of accepting a consequential amendment. But, it has been alleged that Inter-state permits have been indiscriminately granted and the Government has favoured some in granting such permits. I would like to bring to the notice of the House that the number, 297 shown is defective, because almost all the permits have been issued by the R.T.A. in consequence of the decision of the High Court. The High Court has held that whether there is an inter-state agreement or not, R.T.Os can issue inter-state permits so far as their jurisdiction is concerned and the parties may approach the respective Governments for countersignature. Therefore, in view of the legal position and the decision of the High Court many people applied for inter-state permits and secured permits from R.T.Os. But, they are not able to get countersignature from the other Governments because the Mysore Government has not entered into an agreement with them on reciprocal basis. Out of 297, most of them, I am sure, about 98 per cent of them are running their buses only to the borders of the Mysore State as they are unable to enter into the neighbouring State.

The allegation that the Government has indiscriminately issued permits is not correct, and so far as the question of issuing the permits is concerned, it is the R.T.A., which is the authority and which is quasi-judicial in nature. Government cannot even give directions to R.T.As to issue inter-state permits. But, so far as nationalisation is concerned, recently Kolar scheme has also been approved and that is practically

going to seal the Mysore border. So far as the inter-state permits for passenger carriages are concerned, I don't think there will be any scope left in any further inter-state routes or agreement in view of the decision of the Supreme Court. Nobody can grant any inter-state permit on the routes which are nationalised. Therefore I think, no R.T.O. has issued any permit. So far as the Government is concerned, the Government is not in a position to ask why a permit is issued whether it is State permit or inter-state permit. If anybody is aggrieved about receiving a permit, he can go on appeal. So far as issuing of the permits is concerned, it will be done according to the conveniences of the travelling public and also according to the resources of the parties. I do not think, anybody could operate overnight. I do not think anybody can become a fleet owner unless he is resourceful. So far as these inter-state permits are concerned, it is a question of entering into an agreement with the adjoining Governments. No Hon'ble member has pointed out that the Government has entered into any wrong agreement and no agreement has been pointed out to say that this agreement has been entered into for the benefit of any person.

**SRI H. SIDDAVEERAPPA.**—Why not your Company take all the inter-state routes by itself? Why do you allow others to come in?

**SRI MOHAMED ALI.**—So far as important routes are concerned, Hyderabad to Bangalore route has been nationalised and we are negotiating with the Government of Madras to nationalise Bangalore to Madras route. We have entered in to an agreement with the Government of Madras on loan basis and on reciprocal basis from Mysore to Coimbatore. All these important routes are being taken over for operation by M.S.R.T.C. So far as profits and loss are concerned, the Hon'ble members should know that the situation is not so as it was before. If I put a new bus on the route by way of scientific method or unscientific method, I have to spend Rs. 42,000 per bus per year. In view of heavy taxation, the margin of profit is being reduced. The cost of establishment and other factors have weighed very much so far as public sector is concerned. So far as private sector is concerned, he may himself be a cleaner, Driver or conductor. But it is not so in the case of Road Transport Corporation. We have got certain amount of responsibilities. Without employing sufficient number of staff it is not possible to run the administration. Therefore, certain amount of staff is necessary.

**SRI S. SIVAPPA.**—The question that was put to you was, some important routes have been given to some people. Some people who tried for them have not been given. There is discrimination with regard to this.

**SRI MOHAMED ALI.**—I deny this allegation, I am sorry to say that it is a wrong allegation. As far as nationalisation is concerned, the Government is compelled to adhere to some programme for nationalisation. About 59 per cent of routes have been nationalised.

**SRI M. S. KRISHNAN (Malleswaram).**—You say it is not. Some routes have been given over, Are you prepared to resign if we prove that?

Mr. SPEAKER.—Are we dealing with nationalisation or dealing with a Bill?

Sri MOHAMED ALI.—The question of nationalisation depends upon other circumstances. The Members must know that profit is only 20 lakhs of rupees. The members it seems, have gathered some information which is not known to me. I will have to look into the records and then only I will be able to say something. I never expected that the question of the routes could be mentioned by the members. Anyhow this is a very simple amendment only to make suitable procedure to be followed so far as Inter-state routes are concerned for issuing permits.

Mr. SPEAKER.—The question is :

“That the Motor Vehicles (Mysore Amendment) Bill 1937, be taken into consideration.”

*The motion was adopted.*

#### CLAUSES

Mr. SPEAKER.—The question is :

“That clause 2 stand part of the Bill.”

*The motion was adopted.*

Clause 2 was added to the Bill.

Mr. SPEAKER.—The question is :

“That the clause 1, the Title and the Preamble stand part of the Bill.”

*The motion was adopted.*

Clause 1, Title and Preamble were added to the Bill.

*Motion to pass.*

Sri MOHAMED ALI.—I beg to move :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be passed.”

Mr. SPEAKER.—The question is :

“That the Motor Vehicles (Mysore Amendment) Bill, 1967, be passed.”

*The motion was adopted.*